



TOWN OF WATERBORO
PLANNING BOARD

WATERBORO, MAINE

PUBLIC HEARING

FOLEY GRAVEL EXTRACTION PROJECT

January 25, 1990
7:00 P.M.

Present from the Planning Board were Roland Denby, John Roberts, Chairman, Anna Jackson, Dwayne Woodsome, Jon Gale, Judi Carll and Roland Denby. Approximately 25 people other than Board members in ATTENDANCE.

John Roberts, Chairman called the hearing to order at 7:04 P.M.

Paul Demers of Civil Consultants spoke on behalf of Mr. Foley. Project approximately 5 acre gravel pit out of a 27 acre parcel. Pit or site consists of two large hills behind the Dyer's home. The intent is to clear the area for pasture area for their horses. Gravel has been extracted exposing a 35 ft. face to the intended extraction area.

The reclamation will be graded at a 3 to 1 slope, leaving a berm around the perimeter of the site. Site somewhat cleared not visible from the Silas Brown Road, site is approximately 350 ft. to the property line.

A Hydrostudy has been done locating monitoring wells to determine the water table. To stay 7' to 8' above estimated water table for protection of the table and economics. This project is located in the AR zone and this is a Conditional Use.

Reclamation by DOT guidelines using existing topsoil regraded. Hours during the day that gravel is to be extracted 7:00 A.M. to 5:00 P.M., Monday through Friday with an occasional Saturday. Minimal screening operation on site. Spring start date. Approximately 113,000 - 115,000 yards of gravel. Trucks, 10 wheelers, occasional trailer dumps, sometimes triaxle dump.

Road Commissioner, Fred Fay spoke regarding the protection of the road. Recommended putting up a bond for the damages and the repairs or a weight limit could be imposed. Mr. Foley has operated in several operations in several different towns and if his trucks have caused damages he has repaired the damages and would adhere to the same procedure for this project.

Town Attorney suggested placement of a bond. That an engineer evaluate the road at present status and a bond be placed for a specific amount renewable each year, at the same time the engineer do an assessment and the bond be adjusted as necessary.

Mr. Foley: Theory of this not in disagreement of a bond and insurance, no problem. If trucks are going over the road the shoulders from two trucks passing a problem. Mr. Foley could come in one way empty and exit the second way loaded if necessary. Mr. Foley stated that he has similar projects in Acton and Wells and he has expended approximately \$300 worth of damages to date of that approximately \$160 was for cold patch for the shoulders of the roads.

Jon Gale:

If the entire length of Silas Brown Road was utilized it would be hard to evaluate the road for the value of the bond. If 3/10 of a mile was used the entire Silas Brown Road could be evaluated and the differences noted to properly set the amount of the bond.

General maintenance expected this is an old town road. The base is probably not like that of a State Road.

Mr. Birkemose: The use of the Silas Brown Road has tripled in the last few years including dump trucks, cement trucks, etc. going into Lake Arrowhead.

Expected loads per day to be 25 - 40. Forty being the very most possible within the 7:00 - 5:00 business hours for hauling. Tonage of trucks loaded discussed. Four homes from the right of way to route 5. Stephen Price noted that he was not notified and he believed he was an abutter. Paul Demers noted that he had gone by the Town tax records for his list of abutters.

Project to be 3 to 5 years.

Mr. Kasprzak: Note on plan stating if too close to water table it will be filled back it allows for them to go to the water table. Mr. Kasprzak felt that this note should be changed to note the level of 106. Erosion Sedimentation plan done to the Soil Conservation Service design standards. Steve noted the storage of loam in close proximity to the brook.

Paul Demers noted that silt fencing would be used and it would be seeded after stock piling. A 7 ft. mound. This is the flattest spot within the site for stock piling.

Dale Witman: This to be an ongoing project for 4-5 years when would the stock pile be seeded? Told immediately. Each October to reclaim the area extracted.

S Kasprzak noted if the loam were piled in another area it would minimize the potential for erosion.

Concerns expressed of the trucks entering the Silas Brown Road swinging into the other lane. Paul Demers had measured the site distance of 522 ft. Required distance is 530 ft. Speed limit is 30 mph.

Opposition to occasional Saturday extraction noted. This was the first time that the Board had been notified of this.

Also noted that 75 ft. paved area would not do much to keep the dust down. This would be for 4-5 years. Noted discussion on paving back to the property line.

Dale Witman: 800 ft. to site from the edge of Silas Brown Road. Buffer strip distance? Noted minimum of 150 ft. from property line. Loam pile is also within 150 ft. of boundary line. Concern noted for the Brook. Natural spawning ground for brook trout.

Paul Demers: Least likely site for erosion (18' above water table), brook elevation 96, (22' above the brook). Believed to be an adequate buffer. Again noted the location could be shifted. They had tried to balance on the property. Could the stock pile be temporary as reclaimed use? A possibility.

Could the town assure that the road would be centered in the 50 ft. right of way? Abutting property owner to the right of way would like the assurance that this would be centered. The road will be within the 50 ft. right of way.

Ordinance is set by State Guidelines. Area will be sloped into the site.

Road Review Chairman, Doug Foglio: Silas Brown Road is a 3 Rod Road with 18 ft. of pavement. Believed that a 24 ft. access road is not wide enough to allow large vehicles to enter Silas Brown Road. Suggested that 150' to 200' of Silas Brown Road should be widened for safety. A bond should be posted or a weight limit of 50,000 lbs. or no more than double axle trucks should be imposed to protect Silas Brown Road. Previously noted by the Rd. Comm.

Average dump is 8 1/2 ft. wide, two trucks meeting take up 17 ft. of pavement. Loaded these trucks would be with 12 inches of pavement or off the pavement. Pavement should be widened 8' to 10' to Route 5 150' to 300' long to allow trucks to get out. There is no area for trucks to get off the road. Hill there quite dangerous. Possibly flashing lights towards Chadbourne's Ridge Rd. and Route 5 for warning.

Noted that Mr. Mike Eon had contacted the Town Offices to note concerns: Groundwater level, traffic noise, and bad corner.

More discussion on stock pile of loam, height of 7 ft., proximity to the brook. Assured that this would be seeded and protected.

The least form of warning would be signs noting trucks hauling. Would loads be covered? All loads for Mr. Foley would be covered. Gravel hauled by local people, Mr. Foley could not answer for them.

Was Mr. Foley aware of the April posting of the Roads? Mr. Foley deals with this in all towns. Occasional screening on site, no crushing.

Again noted there was not enough pavement to take care of large vehicles. Road not designed for continuous weight. Necessary entrance be widened and Silas Brown Road be widened.

Mr. Foley agrees with the concerns of the road however he has had no problems in Acton.

Chairman of the Planning Board charged with the towns welfare versus the contractor making money on the project. Impact on town a concern for action.

Engineer could do a study at the time of approval and updated every year and the bond adjusted.

Land owner abutting: traffic concerns justified, project well planned, limit would cut down existing traffic, in favor of the project.

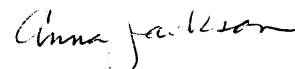
Intent: Upon last load being hauled reclamation begins by October of that year the site will look like a pasture.

If a traffic study were done 30 mph is not accurate. Trucks pulling out fully loaded going up a 4-5% grade creates more wear and tear on the road than a truck going through.

Planning Board, Road Commissioner, Road Review Committee will all be part of the decision making process.

Meeting closed at 8:13 P.M.

Respectfully submitted,



Anna Jackson
Secretary/Treasurer